

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
DON MILLS CROSSING:  
WYNFORD DRIVE EXTENSION AND GRADE-SEPARATED RAIL CROSSING  
LOTS 1-2 & CONCESSION III EYS  
(FORMER TOWNSHIP OF YORK, COUNTY OF YORK)  
CITY OF TORONTO, ONTARIO**

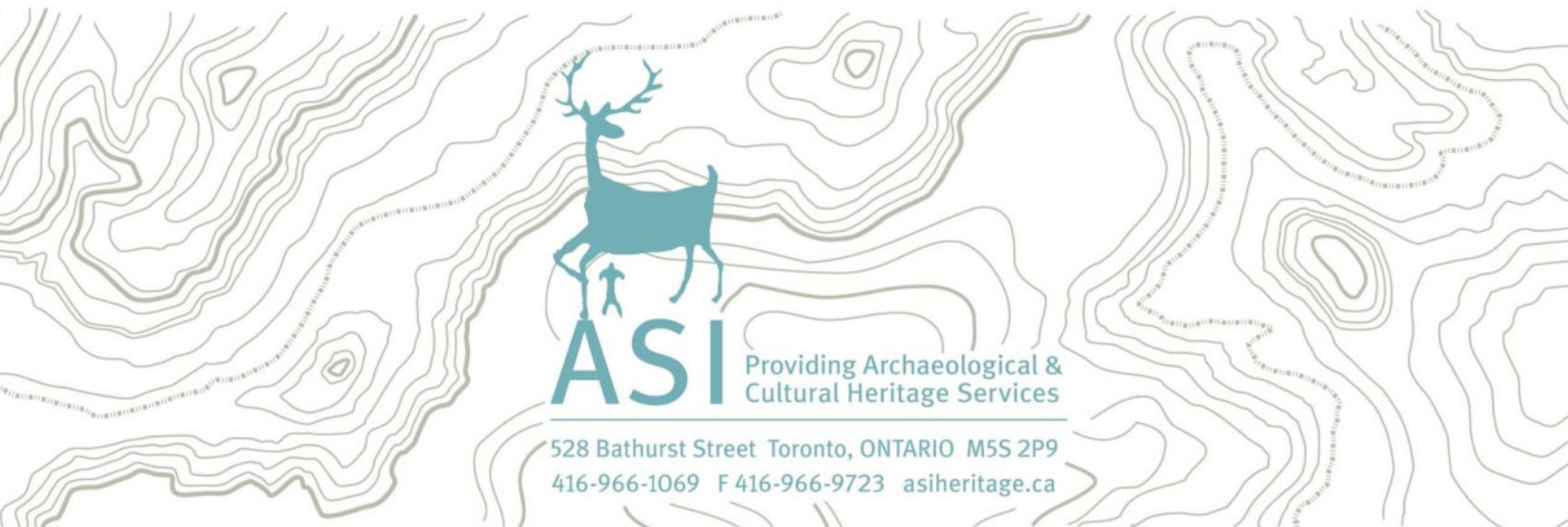
**ORIGINAL REPORT**

Prepared for:

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City of Toronto, Ontario**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. was contracted by LEA Consulting Ltd. to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Don Mills Crossing: Wynford Drive Extension and Grade-Separated Rail Crossing in the City of Toronto. This project involves parts of the proposed grade-separated pedestrian crossing and Don Mills Trail connection footprint impacts. This area was identified as outside the scope of the previous Stage 1 Study Area for the Don Mills Crossing Environmental Assessment (ASI 2018 P094-0268-2018).

The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area, that is not within 50 metres. The property inspection determined that the Study Area does not retain archaeological potential and will not require Stage 2 assessment.

In light of these results, the following recommendations are made:

1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



## PROJECT PERSONNEL

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## 1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by LEA Consulting Ltd. to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Don Mills Crossing: Wynford Drive Extension and Grade-Separated Rail Crossing in the City of Toronto (Figure 1). This project involves parts of the proposed grade-separated pedestrian crossing and Don Mills Trail connection footprint impacts. This area was identified as outside the scope of the previous Stage 1 Study Area for the Don Mills Crossing Environmental Assessment (ASI 2018 P094-0268-2018).

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2018) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI 2011), formerly the Ministry of Tourism, Culture and Sport.

### 1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Ministry of the Environment 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

The *Master Plan of Archaeological Resources for the City of Toronto (Interim Report)* was also consulted (ASI et al. 2004).

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by LEA Consulting Ltd on August 25, 2020.

### 1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is then followed by a review of the historical Euro-Canadian settlement history.

#### 1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling



trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolith evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13-15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities as has been documented on ancestral Huron-Wendat sites (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By 1600 CE, the Huron-Wendat communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat.

The ethnohistoric record of historic Wendake (northern Simcoe County) suggests that initial Huron-Wendat alliance building and confederacy formation occurred during the mid-fifteenth century, some 200 years before the arrival of Europeans (Thwaites 1896:16:227). Attignawantan (Bear) and Attigneenongnahac (Cord) were the original co-founders of the Wendat confederacy, since both had been resident in Wendake for at least 200 years (Thwaites 1896:16:227-229). Settled by the mid-fourteenth century, Attignawantan villages were located in western Wendake and across the Penetang Peninsula, while Attigneenongnahac villages were clustered to the southeast. Later additions to the confederacy were Arendahronon (Rock), who moved into Wendake c. A.D. 1590, and Tahontaenrat (Deer), who joined c. A.D. 1610.

The Don River watershed has been an area of human land use and settlement for millennia. Archaeological sites dating back thousands of years have been located within the Don River watershed, including a 6,700 year old campsite on Deerlick Creek (Williamson 2008:30). A Late Woodland ancestral





Huron-Wendat settlement sequence has been posited for the Lower Don River watershed based on the identification of the Moatfield and Jackes sites (Noble 1974; Konrad 1973; MPPA 1986; Birch and Williamson 2013). The greater Don River watershed settlement sequence has documented occupation from the early fourteenth century (Williamson and Pfeiffer 2003) to the late fifteenth century (e.g. Keffer site) (Finlayson et al. 1973). This sequence has been difficult to reconstruct primarily because of intensive urban development. The Don River population are thought to have amalgamated with the populations occupying the Middle Humber River. This joint population appear to have abandoned the Toronto-area in the early seventeenth century (e.g. Skandatut site) and migrated northward to historic Wendake, between Lake Simcoe and Georgian Bay (ASI 2012; Birch and Williamson 2013:38).

Ojibwa were first encountered by Samuel de Champlain in 1615 along the eastern shores of Georgian Bay. While he probably met Odawa, Etienne Brule later encountered other groups and by 1641, Jesuits had journeyed to Sault Sainte Marie (Thwaites 1896b:11:279) and opened the Mission of Saint Peter in 1648 for the occupants of Manitoulin Island and the northeast shore of Lake Huron. The Jesuits reported that these Algonquian peoples lived “solely by hunting and fishing and roam as far as the “Northern sea” to trade for “Furs and Beavers, which are found there in abundance” (Thwaites 1901, 33:67), and “all of these Tribes are nomads, and have no fixed residence, except at certain seasons of the year, when fish are plentiful, and this compels them to remain on the spot” (Thwaites 1896-1901: 33:153). The locations of both Iroquoian and Algonquian groups at the time of first contact are well-documented. The Nipissing lived near Lake Nipissing, which was on the historic route between Quebec and the Huron-Wendat country; some wintered with the Huron-Wendat (Thwaites 1896-1901: 14:7; 18: 229; 21:239; 23:227; 33:153). Other Algonquian-speaking groups who wintered with the Huron-Wendat included the Algonquin led by Captain Yroquet in 1615-16 (Biggar 1971:3:94); the Tontthararonons (an Algonquin tribe), about fifteen cabins of which were wintering near the mission of Saint Jean Baptiste to the Arendaehronons in the Relation of 1640-41 (Thwaites 1896-1901: 21: 247); some Island Algonquins noted in the Relation of 1643-44 (Thwaites 1896-1901: 26:301); and a village of the Atontrataronnon Algonquins, who abandoned their country on the shores of the St. Lawrence because of attacks from the Haudenosaunee to live in safety near the village of Saint Jean Baptiste as noted in the Relation of 1643-44 (Thwaites 1896-1901: 27:37).

Shortly after dispersal of the Huron-Wendat, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. From east to west, these villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganatsekwyagon (or Ganestiquiagon), near the mouth of the Rouge River; Teyaiagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River (Konrad 1981:135). Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The inhabitants of these villages were agriculturalists, growing maize, pumpkins and squash, but their central roles were that of portage starting points and trading centres for Iroquois travel to the upper Great Lakes for the annual beaver hunt (Konrad 1974; Williamson et al. 2008:50–52). Ganatsekwyagon, Teyaiagon, and Quinaouatoua were primarily Seneca; Ganaraske, Quinte and Quintio were likely Cayuga, and Ganneious was Oneida, but judging from accounts of Teyaiagon, all of the villages might have contained peoples from a number of the Iroquois constituencies (ASI 2013).

E.S. Roger’s chapter “Southeastern Ojibwa” in the Smithsonian Handbook of Northamerican Indians, Northeast Volume was constructed using both Anishinaabeg oral tradition and the European documentary record. The history of Anishinaabeg movement from along the north shore of Lake Huron and their





military actions against the Haudenosaunee is based almost entirely on Anishinaabeg oral tradition provided by elders such as Kahgegagahbowh (George Copway) and Robert Paudash.

Kahgegagahbowh was born among the Mississauga in 1818 and followed a traditional lifestyle until his family converted to Christianity. He became a Methodist missionary in Canada and the US, including to the Saugeen Mission for a period, and later a popular author and lecturer (MacLeod 1992:197; Smith 2000). Rogers notes that this movement included those populations that were later known as the Chippewa, Ojibwa, Mississauga, and Saulteaux or “Southeastern Ojibwa” groups. He also noted linguistic differences between those groups split between Central Ojibwa-Odawa, spoken primarily by the Odawas of Manitoulin Island and Michigan and some Ojibwas (or Chippewas) of the Lower Peninsula of Michigan and that part of southwestern Ontario lying west of a north-south line drawn through the base of the Bruce peninsula east of which is spoken the second major dialect, spoken by Ojibwa (or Chippewa) and Mississauga. There is also sub-dialectical variation within each major dialect, and some groups and individuals whose speech is fundamentally of one type use forms characteristic of the other.

According to Kahgegagahbowh, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibway, to regain the land abandoned by the Huron-Wendat and “drive the Iroquois wholly from the peninsula.” Kahgegagahbowh describes more than 700 canoes meeting near Sault Ste Marie and splitting into three parties for a three-pronged attack via the Ottawa River, Lake Simcoe and along the Trent River, and the St. Clair River, and all of which had fierce engagements with the Haudenosaunee. While various editions of Kahgegagahbowh’s book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88; Copway 1851:91; Copway 1858:91). Various scholars agree with this timeline ranging from 1687, in conjunction with Denonville’s attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid- to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

Robert Paudash’s 1904 account of Mississauga origins is like that of Kahgegagahbowh’s and relies on oral history. It came from Paudash’s father, who died at the age of 75 in 1893 and was the last hereditary chief of the Mississauga at Rice Lake. His account in turn came from his father Cheneebesh, who died in 1869 at the age of 104 and was the last sachem or Head Chief of all the Mississaugas. He also relates a story of origin on the north shore of Lake Huron near the river that gave them their name having been founded by a party of Shawnee (Paudash 1905:7–8) and later, after the dispersal of the Huron-Wendat, carrying out coordinated attacks against the Haudenosaunee. Francis Assikinack (1858:308–309) provides similar details on battles with the Haudenosaunee. Francis Assikinack (b. 1824) was an Ojibwa of Manitoulin Island. He enrolled at Upper Canada College when he was 16 and after graduation, worked for the Indian Department as an interpreter, clerk, and teacher.

During the 1690s, the Anishinaabeg replaced, it appears by force, the Haudenosaunee who had settled after 1650 along the north shores of Lake Ontario. By the first decade of the eighteenth century, the Michi Saagiig had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara region and within decades were well re-established in the region. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash (Rogers 1978:761).

Peace was achieved between the Haudenosaunee and the Anishinaabeg Nations in August of 1701 when representatives of more than twenty Anishinaabeg Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and



Anishinaabeg agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabeg Nations.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases throughout Ontario in the early nineteenth century and entered into negotiations with various Nations for additional tracts of land as the need arose to facilitate European settlement.

From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there is no interruption to Anishinaabeg control and use of southern Ontario. While hunting in the territory was shared, and subject to the permission of the various nations for access to their lands, its occupation was by Anishinaabeg until the assertion of British sovereignty, the British thereafter negotiating treaties with them. Eventually, with British sovereignty, tribal designations changed (Smith 1975:221–222; Surtees 1985:20–21). The word “Saulteux,” for example, was gradually substituted by “Chippewa” while the north shore of Lake Ontario groups became known as “Mississauga,” although some observers, like John Graves Simcoe, described them as a branch of the “Chippewa” and the two terms were often used as synonyms. The nineteenth-century Mississauga also called themselves “Ojibwa,” especially when addressing an English-speaking audience (Jones 1861:31).

According to Rogers (1978), by the twentieth century, the Department of Indian Affairs had divided the “Anishinaubag” into three different tribes, despite the fact that by the early eighteenth century, this large Algonquian-speaking group, who shared the same cultural background, “stretched over a thousand miles from the St. Lawrence River to the Lake of the Woods.” With British land purchases and treaties, the communities at Beausoleil Island, Cape Croker, Christian Island, Georgina and Snake Islands, Rama, Sarnia, Saugeen, the Thames, and Walpole, became known as “Chippewa” while the communities at Alderville, New Credit, Mud Lake, Rice Lake, and Scugog, became known as “Mississauga.” The northern groups on Lakes Huron and Superior, who signed the Robinson Treaty in 1850, appeared and remained as “Ojibbewas” in historical documents.

The Study Area is within Treaty 13. In the 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the sale of lands along the shore of Lake Ontario near the settlement of York, the seat of the colonial government. Due to disputes over the boundaries, a new agreement was signed and the Toronto Purchase Treaty 13 was signed on August 1, 1805, in which the Mississaugas ceded to the Crown 250,830 acres of land. Both the 1787 Purchase and its 1805 Indenture are known as Treaty 13. The Mississaugas claimed that the Toronto Islands and other lands were not part of the purchase, and a land claim settlement was reached for these areas in 2010 (Mississaugas of the Credit First Nation 2017; Mississauga of the New Credit First Nation 2001).

### ***1.2.2 Euro-Canadian Land Use: Township Survey and Settlement***

Historically, the Study Area is located in the Former York Township, County of York in Lots 1-2 & Concession 3 East of Yonge Street (EYS).

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario*



*Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

### *York Township*

Between 1784 and 1792, this part of southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791, when the base line, corresponding to present day Queen Street, was established (Winearls 1991:591; Firth 1962:11). The Township comprised part of the East Riding of York in the Home District, which, between 1792 and 1800, was administered from Niagara. York was planned to be the unofficial capital of Upper Canada in the winter of 1796. It was not, however, until February 1798 that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Firth 1962:24-47; Armstrong 1985:143).

The Town of York was incorporated as the City of Toronto on March 6, 1834. The etymology of ‘Toronto’ is most likely related to the Toronto passages (ASI et al. 2007). It is thought to be derived from the Mohawk word *tkaronto* which means “where there are trees standing in the water” or from the Huron-Wendat word *toronton* meaning “place of meetings”/“place of plenty.” Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as Lac Taronto, which is thought to be on account of the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (NRCAN 2007). By 1670, Lake Simcoe is also found labeled on a number of early French maps as Lac de Taronto and in 1686, the Humber carrying place was known as the Passage de Taronto. In turn, that river became known as Riviere Taronto. On the other hand, Nicolas Perrot, a 17th century explorer, interpreter, and fur-trader, used Toronto in his memoirs to apply to the old Huron country evacuated in 1650. He also noted that Toronto was used by Cadillac in a letter at the turn of the seventeenth century and by the remnant populations of the exiled Hurons, Petuns and Neutrals as the name of the region from which they had been expelled fifty years before by the Iroquois.

In its first 30 years, York Township (as differentiated from the Town of York) was a rolling and well wooded countryside. The centre of the township was present day Yonge Street and Eglinton Avenue or Eglinton Village. Eglinton Avenue, which was surveyed as the township’s baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels



and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton the Davis family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Indigenous trail. Other villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s.

The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants “of Yonge Street” was estimated at 86 persons (ie, 52 males and 34 females.) Within the space of one decade, the Township proper contained 502 men, women, children and “servants.” At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909 residents. In 1837, the population had reached 4,320, and by 1842 this number had increased again to 5,720 (Walton 1837:189; Smith 1846:335; Smith 1851:43; Mosser 1984:6, 93 and 156). This required the growing urban area to stretch its northern limits from Queen Street to Bloor Street. Outside of the core of the city, especially north along Yonge Street, Yorkville (above Bloor) was a prosperous village and some Torontonians settled between Bloor and Eglinton as new street railway services improved suburban to urban access.

New immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912 and the population grew from 181,000 to 378,000 during the same period. During the 1920s, a dramatic economic boom fueled the construction of new office towers: a total of fourteen between 1922 and 1928. Increased automobile use necessitated improvements to local roads and crossings. Before the Second World War ended a post-war reconstruction plan was put together for the city and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city’s density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded.

Toronto is Ontario’s capital city and Canada’s largest municipality, after its amalgamation in 1998 of all the former cities of Toronto, North York, Scarborough, York and Etobicoke, and the former borough of East York.

### *The Canadian Pacific Railway*

In 1885 the Canadian Pacific Railway (CPR) was completed, linking west and east Canada. The CPR was intended to link British Columbia with the east coast, and to bring it into the Canadian Confederacy. A condition of British Columbia for joining the Confederacy in 1868 was the construction of a ‘transcontinental wagon road’ within two years of their admission. However, a range of setbacks and issues with policy and funding, including dependency on American interests, delayed the construction of the CPR until the early 1880s. On October 21, 1880, the contract for the construction of the railroad was signed. The CPR was given Royal Assent on February 15th, 1881 and a Royal Charter shortly after. In May 1885 the final spike was set within the eastern section of the CPR, and on November 8th of the same year the last spike in the transcontinental railway was driven in (Churcher 2013).

There are various segments of the CPR line through southern Ontario. The Ontario and Quebec Railway travelled between Perth and Toronto via Tweed, Havelock, Peterborough, Agincourt, Leaside and North Toronto. The other, which runs through the subject study area, was the CP Lakeshore Railway, which travelled between Perth and Toronto via the communities on the north shore of Lake Ontario (Canadian Pacific 2020).



### *Canadian Northern Railway*

The Toronto, Simcoe, and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853 and connected Toronto to Aurora (formerly Matchell's Corners) via a 48 kilometre track (Andreae 1997). The line was expanded with service to Bradford beginning June 13, 1853, and further expanded to Barrie on October 11 1853 (forming the path for the present Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto's Union Station, as it was the first steam locomotive operated in Ontario (Mika and Mika 1977).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe & Huron Railway became known simply as the Northern Railway, until 1888 when the ownership amalgamated with the Grand Trunk Railway Company of Canada, at which point the Northern Railway became part of the Grand Trunk Railway. Rail tracks were quickly laid across Ontario, as well as other parts of the country linking settlements and provinces. The population of Canada doubled between 1851 and 1901 but the miles of rail laid increased exponentially from 159 to 18,294 miles (Andreae 1997). The Northern Railway was a major draw factor for businesses in the Counties of York and Simcoe and caused many communities with a station to thrive and those without to dissipate (Town of Newmarket 2018). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway (CN).

### *Leaside Spur/Oriole Spur*

The Leaside Spur was also known as the Duncan cut-off and the Oriole Spur. It was built to connect Oriole Station (then Duncan Station) on the Canadian Northern Railway line to the CPR in 1916 (Toronto Railway Historical Association 2020). After CN took over the line, the Oriole spur was used as a freight interchange with CPR until 1999 when it was abandoned (Frank 2011).

The Don Mills Leaside Spur Trail follows the old railway line and is a 7.7 kilometre multi-use trail beginning at York Mills Road and Scarsdale Road, east of Leslie Street and dead ends south of Overland Drive near the CPR Belleville Subdivision rail corridor. The trail was constructed along the abandoned rail line in 2011 by the City of Toronto.

### **1.2.3 Historical Map Review**

The 1851 *Map of the Township of York* (Browne 1851), 1860 *Map of the County of York* (Tremaine 1860), and the 1878 *Illustrated Historical Atlas of the County of York* (Miles & Co. 1878) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Table 1; Figures 2-4).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location





of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

**Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area**

		<i>1860</i>		<i>1878</i>	
<b>Con #</b>	<b>Lot #</b>	<b>Property Owner(s)</b>	<b>Historical Feature(s)</b>	<b>Property Owner(s)</b>	<b>Historical Feature(s)</b>
3 EYS	1	Francis Johnston	None	Alex Johnson	None
3 EYS	2	John Taylor & Bros	None	Geo Taylor	None

No features are identified within or adjacent the Study Area on the 1851, 1860 and 1878 maps. The maps illustrate road allowances for what would become Eglinton Avenue East and Don Mills Road.

#### **1.2.4 Twentieth-Century Mapping Review**

The 1909 and 1931 National Topographic System Toronto Sheets (Department of Militia and Defence 1909; Department of Militia and Defence 1931) and the 1962 and 1992 aerial photographs of the City of Toronto (City of Toronto 2018) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 5-8).

The 1909 map shows the CPR curving along the southern edge of the Study Area. It depicts a unmetalled road branching off Independent Road (now Don Mills Road) and becoming an unfenced road before entering the northern portion of the Study Area. A second unfenced road extends from Independent Road passing south of the Study Area. The land northwest of the Study Area is shown to be treed. The 1909 map indicates Eglinton Avenue had still not been opened south of the Study Area. By 1931 the CPR is shown to be a double-track railway. The CN rail line passes through the Study Area and is shown to be a single-track railway.

The 1960 aerial shows the junction of the two railway tracks within the Study Area. Earth moving activity can be seen within the northwest portion of the Study Area adjacent the CN track. A few industrial buildings can be seen under construction not in the immediate vicinity of the Study Area. Eglinton Avenue is shown to extend east meeting Don Mills Road. By 1992, the Study Area within an industrial context.

### **1.3 Archaeological Context**

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record



forms for registered sites available online from the MHSTCI through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

### **1.3.1 Current Land Use and Field Conditions**

A review of available Google satellite imagery since 2002 shows the demolition of a building west of the Study Area in 2016. It was replaced with a storm water management pond in 2017, the remainder of the property remaining under construction.

A Stage 1 property inspection was conducted on November 6, 2020 that noted the Study Area is located at the Don Mills Trail connection to the Canadian Pacific Railway corridor. It is within a developed urban landscape. The Leaside Spur Trail/Don Mills Trail is a paved multi-use trail. The existing trail exit is bounded by commercial development at 1123 Leslie Street and a vacant lot to the south.

### **1.3.2 Geography**

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow and Warner 1990:Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

The Study Area is located within the drumlinized till plains of the South Slope physiographic region of southern Ontario (Chapman and Putnam 1984). The South Slope is the southern slope of the Oak Ridges Moraine (Chapman and Putnam 1984: 172-174). The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some





areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. A weakly developed shorecliff is south of the Study Area.

Figure 9 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by coarse-textured glaciolacustrine deposits of sand and gravel, stone-poor sandy silt to silty sand-textured till, and a shore bluff or scarp is to the north (Ontario Geological Survey 2010). Soils in the Study Area consist of Oneida clay loam, a grey-brown podzolic with good drainage (Figure 10).

The Study Area is within the Don River watershed, just north of the confluence of the west and east branch. Its headwaters on the Oak Ridges Moraine flow south into Lake Ontario in downtown Toronto at the Keating Channel, draining an area of approximately 360 square kilometers (Toronto and Region Conservation Authority n.d.). These branches intersect the old Lake Iroquois beach and transit the Peel plain and South Slope physiographic regions crossing the old Lake Iroquois beach at the intersection of Don Mills Road and the Don Valley Parkway (Chapman and Putnam 1984:103–104). The once-lower water levels that immediately followed the draining of glacial Lake Iroquois, and the resulting lower erosional base levels, created the deeply entrenched valley of the lower Don. This entrenchment is on the order of 30 metres below the surrounding upland in places, including along the study area. The higher base levels that have resulted from the re-filling of the Lake Ontario basin have caused the river to meander, widening the floodplain in the lower reaches to a maximum of around 750 metres. The Don River is known to the Mississauga as Wonscotonach, translated by Augustus Jones as “back burnt grounds” (Fairburn 2013:220).

### 1.3.3 Previous Archaeological Research

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MHSTCI. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block *AkGu*.

According to the OASD, one previously registered archaeological site is located within one kilometre of the Study Area, that is not within 50 metres (MHSTCI 2020). A summary of the site is provided below.

Table 2: List of previously registered sites within one kilometre of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-322	Langstaff GP	Euro-Canadian	Scatter	NDA 2008 TLA 2014

NDA – New Directions Archaeology Ltd.  
 TLA – This Land Archaeology Inc.

According to the background research, two previous reports detail fieldwork within 50 m of the Study Area.

- M. Archaeological Associates (2017) conducted a Stage 1 archaeological assessment (AA) of the proposed Wynford Green development within 50 metres southeast of the current Study Area. The



background research and property inspection determined the project area to be extensively disturbed and steeply sloped. No further archaeological assessment was recommended.

- ASI (2018) conducted a Stage 1 AA of the Don Mills Crossing Mobility Plan, overlapping the Study Area along the Canadian Pacific Railway. Background research determined part of the project area to be previously assessed, and the property inspection determined the project area to not retain archaeological potential on account of deep and extensive land disturbance and slopes in excess of 20 degrees. No further archaeological assessment was recommended [P094-0268-2018].

## **2.0 FIELD METHODS: PROPERTY INSPECTION**

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Eliza Brandy (R1109) of ASI, on November 6, 2020, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility, per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figure 11) and associated photographic plates are presented in Section 8.0 (Plates 1-4).

## **3.0 ANALYSIS AND CONCLUSIONS**

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 3.1.

### **3.1 Analysis of Archaeological Potential**

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:



- Water sources: primary, secondary, or past water source (Don River West Branch);
- Early historic transportation routes (Don Mills Road); and
- Well-drained soils (Oneida clay loam)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and no properties within the Study Area are Listed or Designated under the Ontario Heritage Act.

The *Master Plan of Archaeological Resources for the City of Toronto (Interim Report)* (ASI et al. 2004) indicates that part of the Study Area is within a zone of increased potential for archaeological resources.

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance.

Parts of the Study Area has been previously assessed under ASI's previous 2018 Don Mills Crossing Stage 1 report and does not require additional assessment (Figure 11: areas highlighted in orange).

The property inspection determined that the remainder of the Study Area has been subjected to deep soil disturbance events along the former rail spur and adjacent developments, and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-4; Figure 8: areas highlighted in yellow). These areas do not require further survey.

### **3.2 Conclusions**

The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area. The property inspection determined the Study Area does not retain archaeological potential and will not require Stage 2 assessment.



#### 4.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

3. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
4. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the MHSTCI should be immediately notified.



## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



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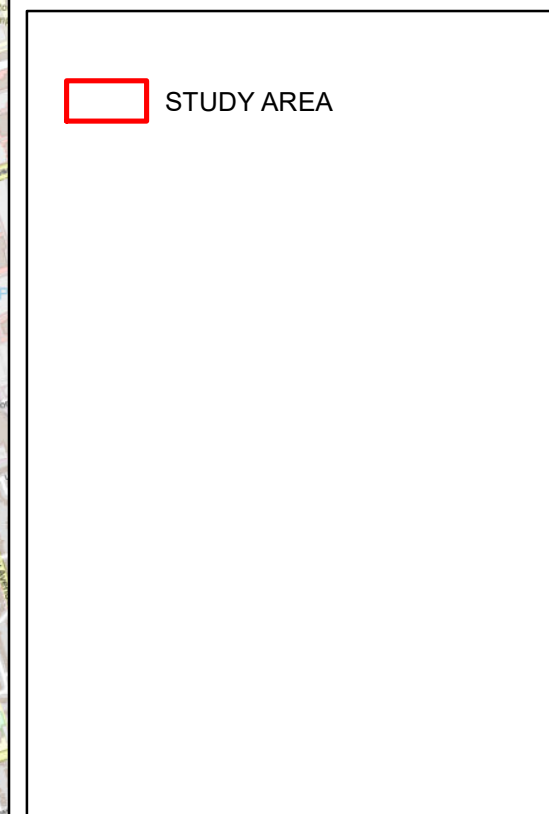
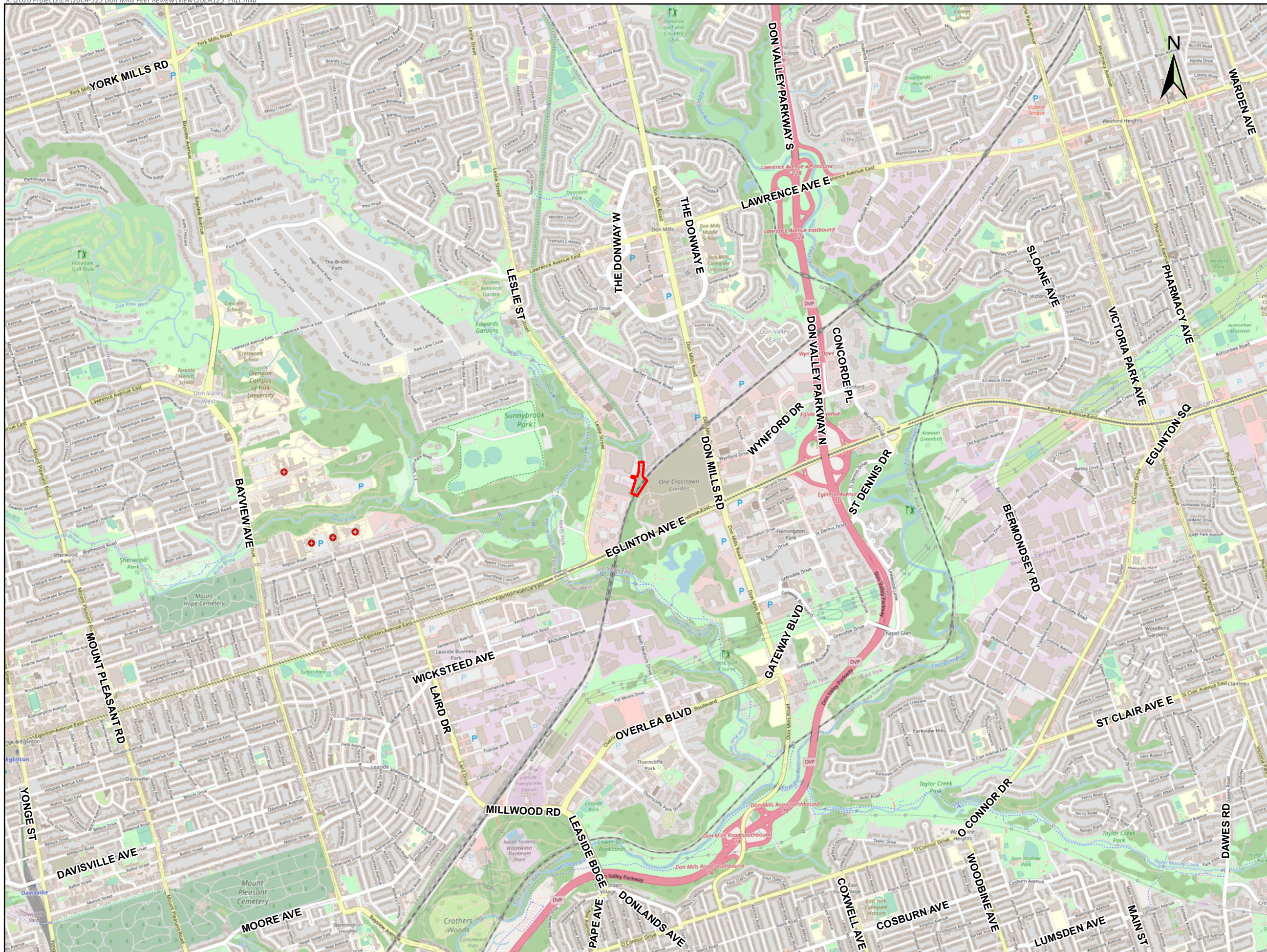
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## 7.0 MAPS







Sources: OpenStreetMap  
 Projection: NAD 1983 UTM Zone 17N  
 Scale: 1:25,000  
 Page Size: 11 x 17

0 1  
 Kilometres

ASI PROJECT NO.: 20EA-125  
 DATE: 2020-10-22  
 DRAWN BY: A.C.  
 FILE: 20EA125\_Fig1

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Figure 1: Don Mills Crossing Wynford Drive Extension and Grade Separated Rail Crossing - Location of the Study Area



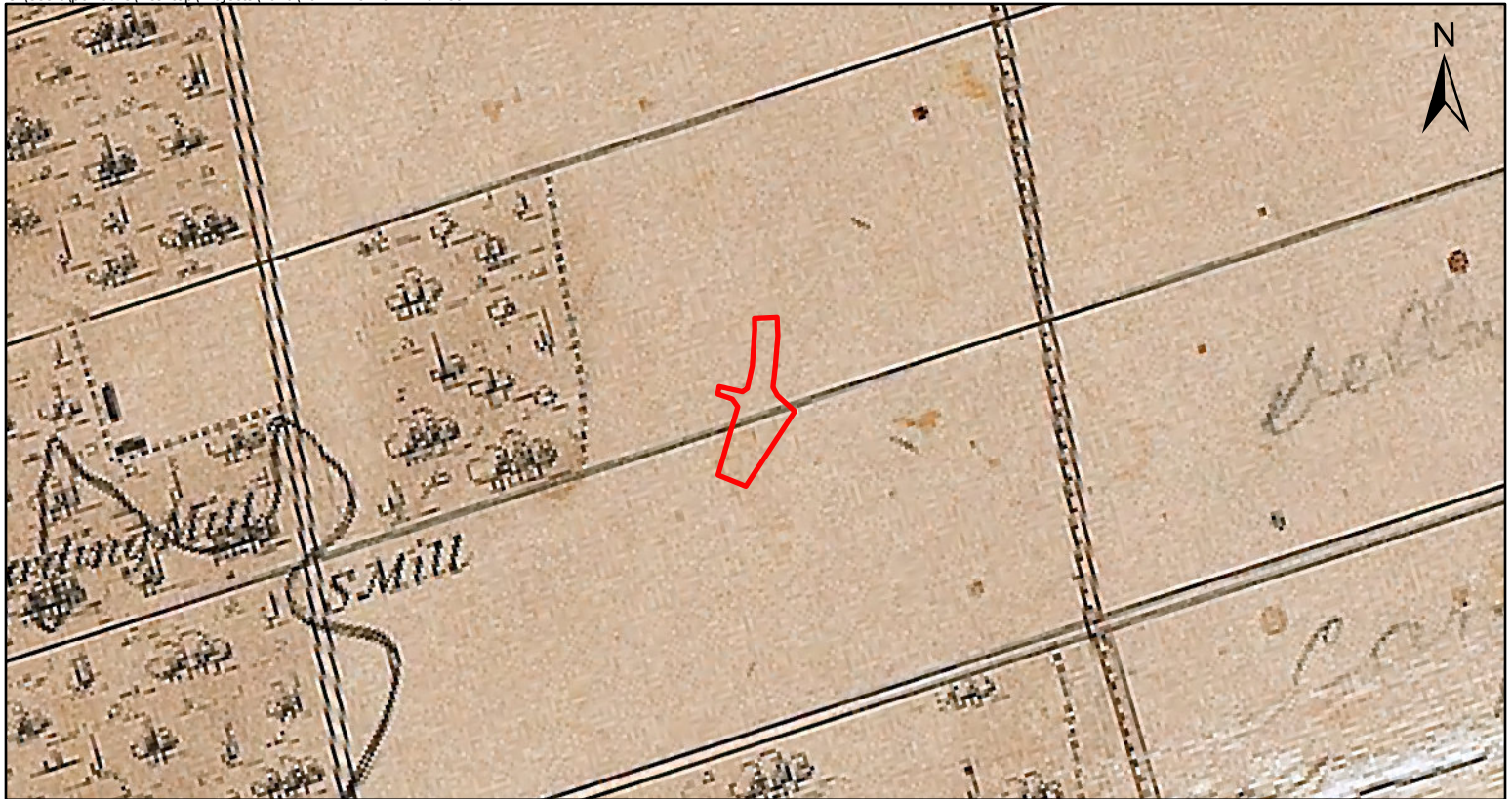


Figure 2: Study Area (Approximate Location) Overlaid on the 1851 Map of the Township of York

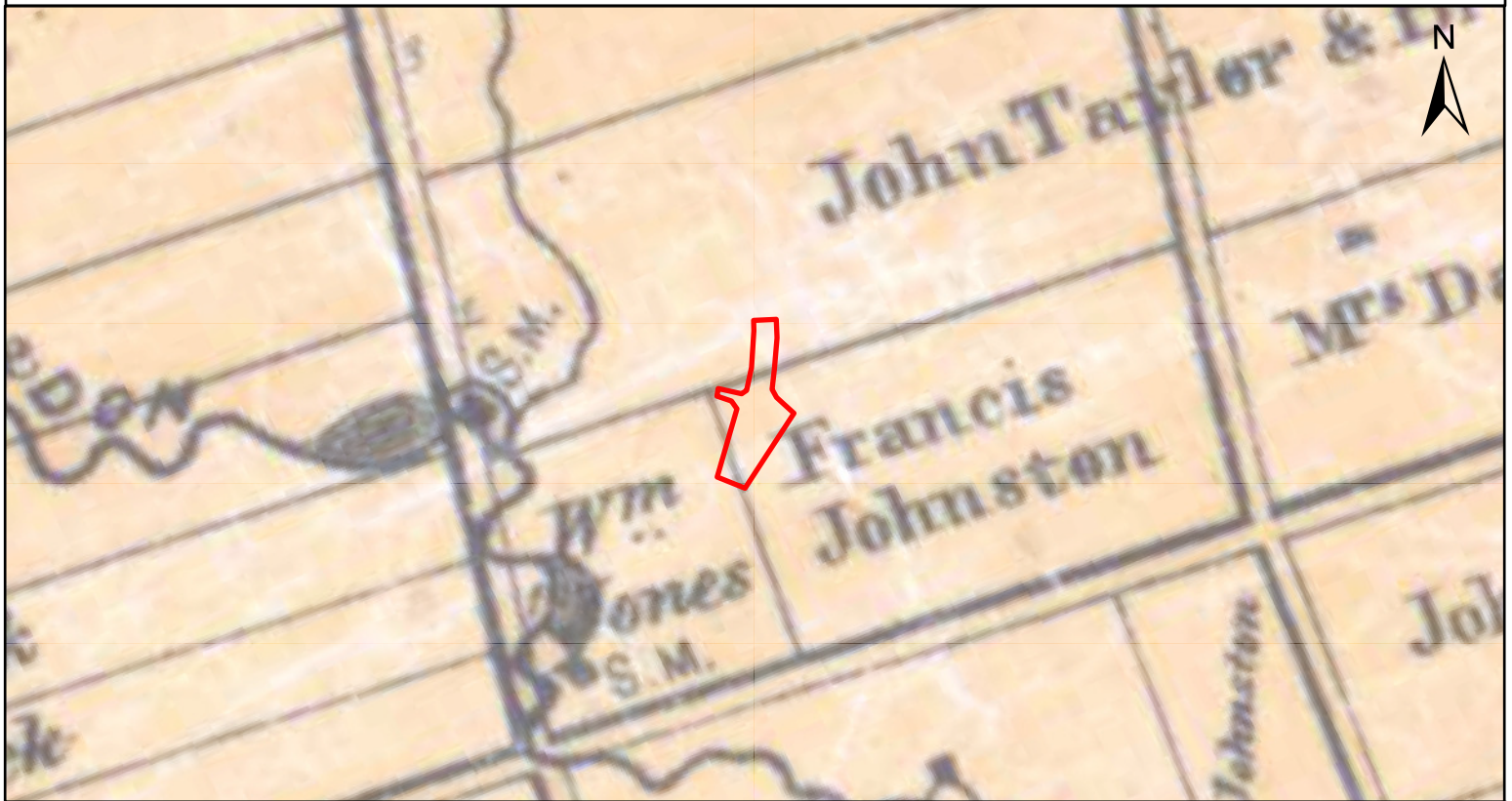


Figure 3: Study Area (Approximate Location) Overlaid on the 1860 Map of the County of York

 <b>ASI</b>	 Study Area	Sources: 1851 Browne, J. O. Plan of the Township of York and 1860 Tremaine Map of the County of York  Projection: NAD 1983 UTM Zone 17N Scale: 1:10,000 Page Size: 8.5 x 11	<div style="display: flex; justify-content: space-between;"> <span>0</span> <span>300</span> </div>  <p style="text-align: center;">Meters</p> <div style="font-size: small;">       ASI Project No.: 20EA-125        Date: 2020-11-02 3:02 PM        Drawn By: pbikoulis        File: 8.5x11_Historic_x_2     </div>
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Figure 4: Study Area (Approximate Location) Overlaid on the 1878 Illustrated Historical Atlas of the County of York



Figure 5: Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Toronto Sheet

	 Study Area	Sources: 1878 Illustrated Historical Atlas of the County of York and 1931 National Topographic System Toronto Sheet	0 300  Meters
		Projection: NAD 1983 UTM Zone 17N Scale: 1:10,000 Page Size: 8.5 x 11	ASI Project No.: 20EA-125 Date: 2020-11-02 3:47 PM Drawn By: pbikoulis File: 8.5x11_Historic_x_2






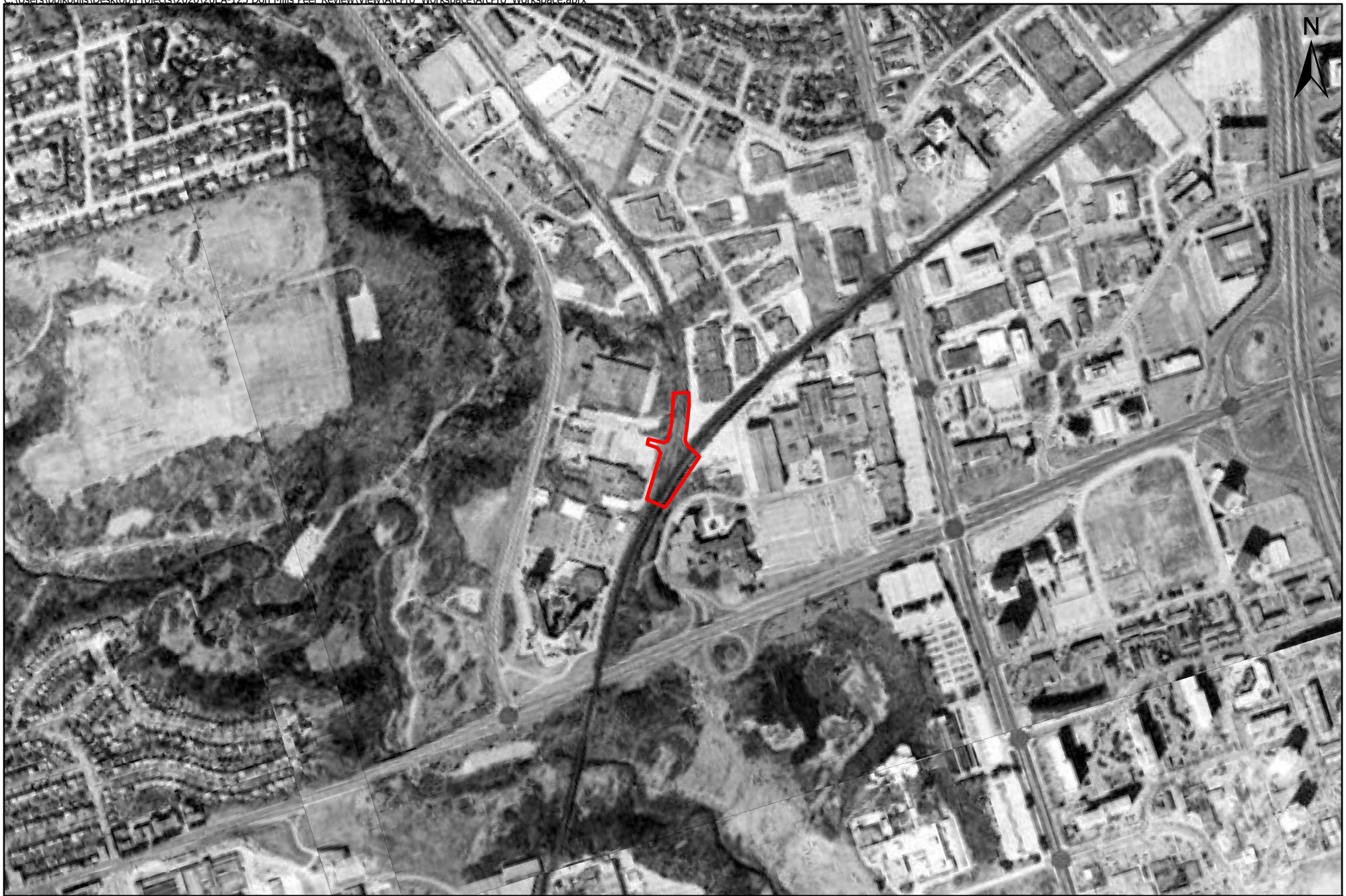
Figure 6: Study Area (Approximate Location) Overlaid on the 1931 National Topographic System Toronto Sheet



Figure 7: Study Area (Approximate Location) Overlaid on the 1962 Aerial Photograph of the City of Toronto

	 Study Area	Sources: 1931 National Topographic System Toronto Sheet and 1962 Aerial Photograph of the City of Toronto	0 300  Meters
		Projection: NAD 1983 UTM Zone 17N Scale: 1:10,000 Page Size: 8.5 x 11	ASI Project No.: 20EA-125 Date: 2020-11-02 4:04 PM Drawn By: pbikouli File: 8.5x11_Historic_x_2





	 STUDY AREA	1954 Aerial Photograph, City of Toronto	0  375 Meters
		Projection: NAD 1983 MTM 10 Scale: 1:10,000 Page Size: 8.5x11	ASI Project No.: 20EA-125 Drawn By: pbikoulis Date: 2020-11-03 1:19 PM File: 8.5x11_Landscape

Figure 8: Study Area (Approximate Location) Overlaid on the 1992 Aerial Photograph of the City of Toronto



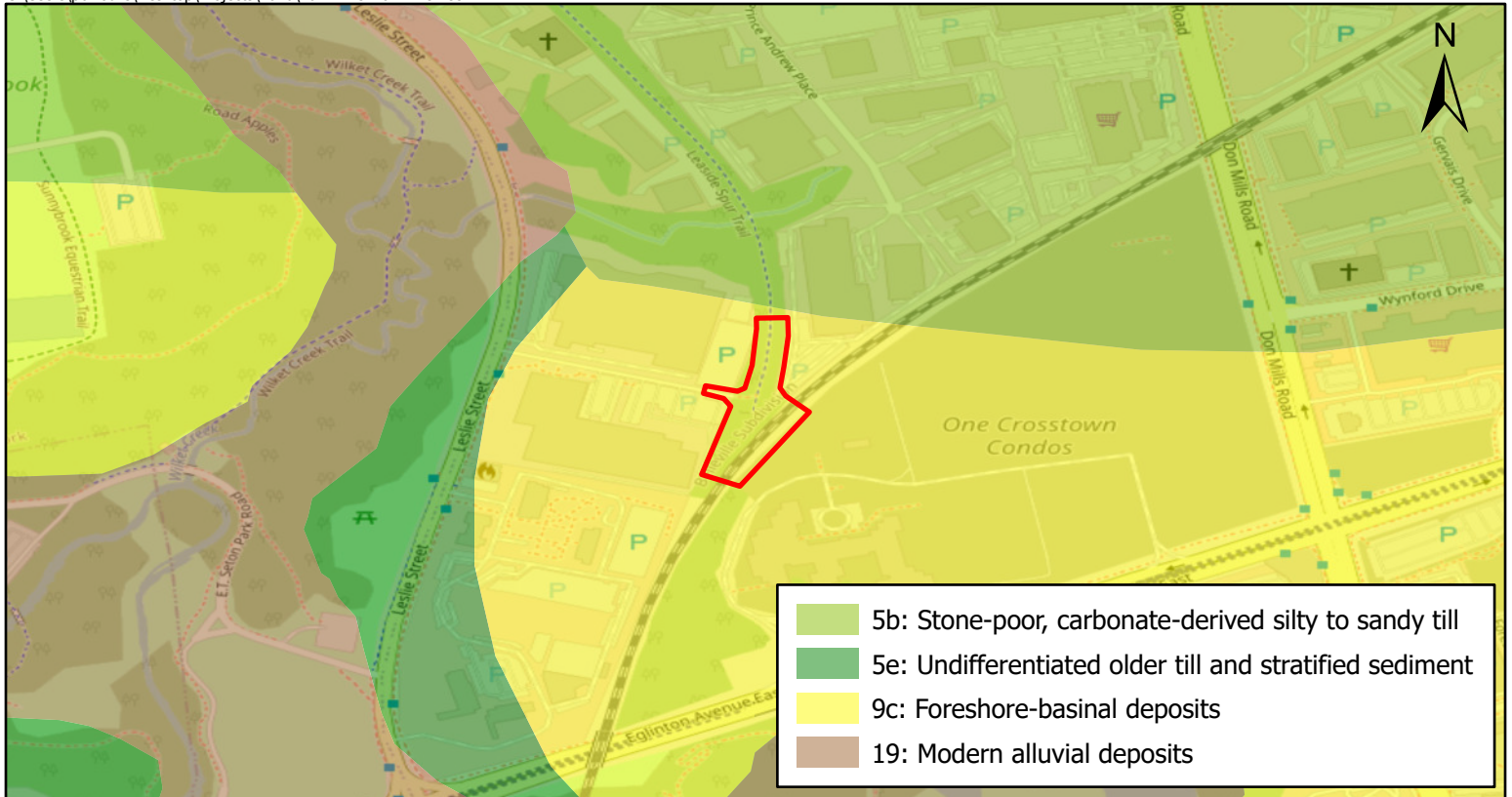


Figure 9: Study Area – Surficial Geology

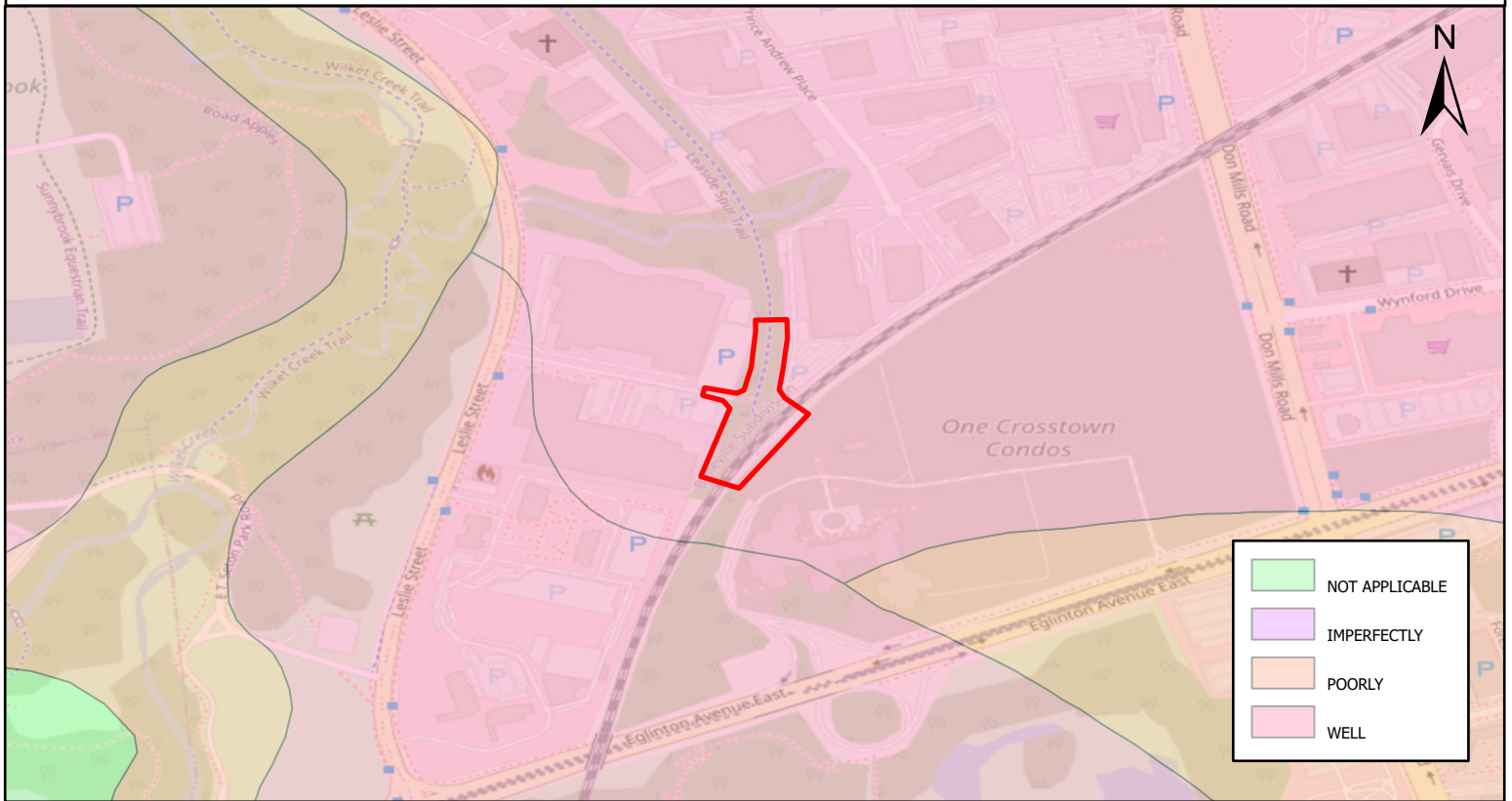


Figure 10: Study Area – Soil Drainage

	<span style="border: 2px solid red; padding: 2px;"> </span> Study Area	Sources: © OpenStreetMap (and) contributors, CC-BY-SA	0 <span style="float: right;">350</span>  Meters
			Projection: GCS WGS 1984 Scale: 1:10,000 Page Size: 8.5 x 11





	 STUDY AREA	City of Toronto, GeoEye, Maxar, Microsoft	 0 50 <b>Meters</b>
	 DISTURBED - NO POTENTIAL  PREVIOUSLY ASSESSED - NO POTENTIAL (ASI 2018)	Projection: NAD 1983 CSRS UTM Zone 17N Scale: 1:1,200 Page Size: 11 x 17	
	 PHOTO LOCATION AND DIRECTION		

Figure 11: Don Mills Crossing: Wynford Drive Extension and Grade-Separated Rail Crossing Study Area – Results of Stage 1



**8.0 IMAGES**



Plate 1: View of existing Don Mills Trail; Area is disturbed, no potential



Plate 2: View of embankment from Don Mills Trail towards 1123 Leslie St.; Area is disturbed, no potential





Plate 3: View from Don Mills Trail towards trail exit adjacent to 1123 Leslie St; Area is disturbed, no potential



Plate 4: View of vacant lot and embankments south of existing trail exit; Area is disturbed, no potential